


R.E.F. CARS


FOSTER & WELLS

Davey St. Motor Works

HOBART

R. C. H. CARS



THE initials are those of R. C. Hupp, well known to Motorists as one of the foremost builders of the light-weight American Car. The R. C. H. Corporation,  of Detroit, became a going concern, and produced its first Cars in 1911, and its Factories are therefore replete with all the latest and most up-to-date appliances for the production of Motor Cars.

The designers of the R. C. H. had the advantage of the latest experience in the construction and running of cars before they placed their product on the market. It goes, then, without saying that the R. C. H. has a 4-Cylinder Long Stroke Engine, nominally 25-h.p., but 27-h.p. by R. A. C. rating; that it has three speeds forward and reverse; that it is shaft driven, with sliding gears, gate change, a cone clutch, and that the ignition is by Bosch Magneto.

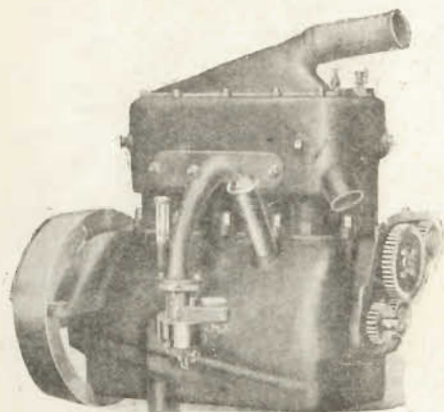
The surprising fact about the R. C. H. is that so much of the latest practice in design and construction has been combined with low price, solid material, and workmanship. Ease of access and simplicity of construction are two outstanding features of these Cars.

The novice can grasp its details at almost a glance; the control of the car is so absolutely simple that we have guaranteed to teach any lady of ordinary intelligence to drive in half an hour. This is no idle boast, for we have frequently placed the wheel in the hands of ladies who never previously handled a car, and seen them drive at once with ease and delight.

Control of the car is by means of three pedals and the center change gear lever, operated by the left hand. The right foot operates the clutch and the same pedal controls one brake, making it possible to manoeuvre the car very easily in a confined space, the pressure of one foot disengaging the engine and applying a brake at the same time. The left foot operates the accelerator, speeding up the car, or can be used on the pedal of the emergency brake if necessary.

In Driving, the accelerator may be set for any desired speed by a small lever worked by the toe of the left foot.

Both hands are free for steering alone, except in the operation of gear changing, when the left hand operates the lever in the center of the car. Except in starting, the gear lever needs little use, the engine being powerful enough to take all ordinary hills 'on the top.'



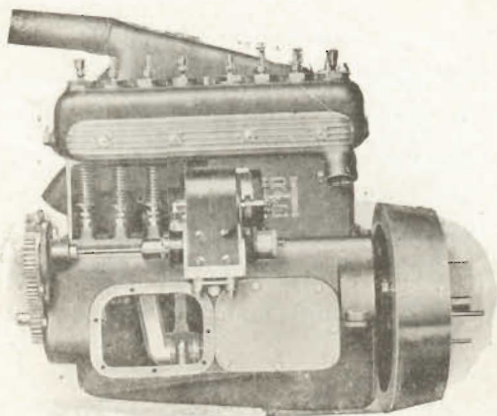
Engine. Carburetor side

The Engine is so arranged that the magneto exhaust and inspection doors are on one side, and the Carburetor on the other, with wide space round both, so that adjustments, cleaning, &c., necessary from time to time, may be accomplished without finding these various parts in each others way, as they so often are when placed on the same side of the engine. This arrangement also lessens the danger of fire.

Simplicity and Accessibility are the distinctive features of the R. C. H. mechanism.

By taking off the front gear cover, timing gears, together with cam shaft, may be removed. Removable side covers allow inspection of valve tappits. One large screw will release the magneto bracket, while three bolts will permit the removal of the entire engine and clutch without disturbing the body. The steering may be easily removed without interfering with any part of the car, so can the clutch.

THE SIMPLEST CAR IN THE WORLD TO DRIVE



Engine. Magneto Side. Inspection Cover off.

1,000 miles and more to the gallon of lubricating oil. Another feature of the oil system—it is quite unnecessary to carry a spare tin of oil, as the sump holds enough for 500 miles without refilling, and the longest journeys may be undertaken without any attention to the oiling of the engine, as is necessary in many cheap cars with defective oiling systems. The amount of oil may be seen at a glance, as a gauge indicates the quantity in the sump.

Examination of the crank case and bearings may be made through exceptionally large doors in the crank case, and through them can be seen the simple yet effective lubricating system. In this system the oil is splashed up in one end of the crank case, and runs down grooves cast integral with the case, to the channels under each connecting rod end; all surplus oil goes back into the sump and is used over again. This method gives a regular supply to the bearings, no matter how much or how little is in the sump. It also effects special economy in lubrication, it being common to run this car

COSTS LESS TO RUN, MILE FOR MILE, THAN A HORSE

With regard to Petrol consumption the R. C. H. averages 25 miles to the gallon on ordinary roads and under ordinary conditions, so that running cost is not considerable; tyres being a comparatively light expense as is the case with most light cars.

The gears are accessible through two small doors in the top of the gear box, or, if necessary, the gear box and back axle, with differential, can be removed from the car and placed on the bench in twenty minutes for examination.

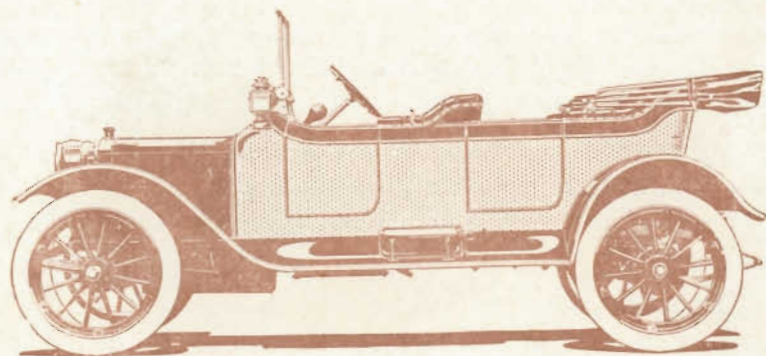
There is a large door in the back of the differential casing which may be removed for examination of this important piece of mechanism, by the unscrewing of four nuts. The differential may, indeed, be taken completely out through this door in 30 minutes, if necessary.

These facts will appeal to the car owner who is not within easy reach of a garage. He can satisfy himself of the perfect condition of his car, and that easily and quickly, even if not possessed of any particular mechanical aptitude.

Sole Agents for Tasmania:

FOSTER & WELLS
HOBART

THE CAR FOR THE MAN OF BUSINESS



Five Passenger. "R. C. H. Twenty-Five "

STANDARD MODEL

Price, £285 10s.

Tyres, 31 x 3½
Bosch Magneto
Generator

Single piece, Self Locking
Wind-screen and Top
Head Lights

Side and Tail Lamps
Jack, Horn, Tools
Tyre Repair Outfit

E E MODEL

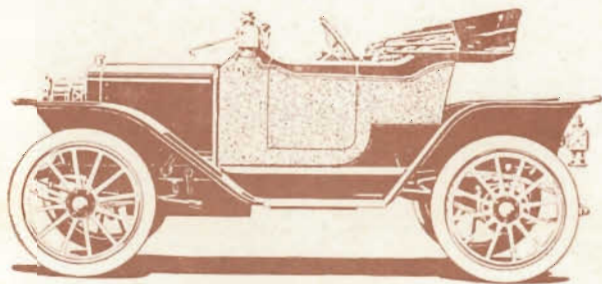
Price, £310

Tyres, 32 x 3½
Detachable Rims and Extra Rim
Bosch Magneto
Gas Tank

Single Piece, Self-locking Screen
and Top
Head Lights
Side and Tail Lamps

Jack, Horn, Tools
Tyre Repair Outfit
Jiffy Curtains

GENERAL SPECIFICATIONS: Wheelbase, 110 inches. Track, 56 inches. Springs, front semi-elliptic, 33 x 1½; rear full elliptic, 42 x 1¾. Axles, front, drop forged, rear semi-floating. Engine, 3¼ x 5. Four Cylinders. Valves enclosed. Lubrication, splash constant level. Cooling, Thermo Syphon. Steer, right side. Clutch, cone type. Change Gear, selective, 3 speeds and reverse; center control. Brakes on rear hubs, two external, two internal. Control, foot accelerator and two pedals. Standard colours, Black and Red. Other colours by arrangement.



Two Passenger. "R. C. H. Twenty-Five"

STANDARD MODEL

Price, £230

Tyres, 30 x 3
Bosch Magneto
Head Lamps

Single Piece Self Locking Wind-
screen and Top
Side and Tail Lamps

Jack, Tools, and Horn
Tyre Repair Outfit
Generator

E E MODEL

Price, £255

Tyres, 32 x 3½
Detachable Rims and Extra
Rim
Bosch Magneto

Gas Tank
Single Piece Self Locking Wind-
screen and Top
Head Lamps

Side and Tail Lamps
Jack, Horn, and Tools
Tyre Repair Outfit
Jiffy Curtains

GENERAL SPECIFICATIONS: Wheelbase, 86 inches. Track, 56 inches. Springs, front semi-elliptic, 33 x 1½; rear full elliptic, 37 x 1½. Axles, front drop forged; rear, semi-floating. Engine, 3¼ x 5. Four cylinders. Valves, enclosed. Lubrication, splash constant level. Cooling, Thermo Syphon. Steer, right side. Clutch, cone type. Change Gear, selective, three speeds and reverse, center control. Brakes, on rear hubs, two internal, two external. Control, foot accelerator and two pedals. Standard colours, Black and Red. Other colours, by arrangement.

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DAVEY STREET MOTOR WORKS
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